

The Bee

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THE BEE, EARLINGTON, KY.

THURSDAY, APRIL 6, 1911

When you are talking good roads

do you know that there was a road

that was graded first—that the first that

was ever in the County of Hopkins—

leading from Earlington, on one

side to Madisonville, and on the

other side to St. Charles? And do

you know that the work was done

with a wheeled scraper—done by

ever see one?—and at private

expense by the management of the

Massachusetts Coal Co., aided by the

Massachusetts Coal Co., through a

part of their property at Earl-
ington, and aided by a subscrip-
tion in money and labor of about \$75.00,
at the other end of this good road?

It is a fact.

THE FREE LIBRARY.

We are absent and even some-

what ahead of some of the small

towns of cultured, book-blessed

Massachusetts in the matter of

Free Library. Massachusetts has

a Free Library. Massachusetts has

commissioners are authorized to

expend of the State's money for

books, not exceeding one hundred

dollars for each or any town in

the State, for the establishment of

Free Libraries. To be sure but few

of the Massachusetts villages are

left with these valuable educational

accessories, and Kentucky towns

could not bear a comparison, but

Earlington is abreast of the times

in this issue, and the fact that

it has this equipment would show

a handsome margin over the

investment prescribed by the Mas-

sachusetts law.

SHALL WE SOAR?

Prof. Langley of the Smithsonian

Institution is said to be working

on a flying machine which will be

tested in a short time. Harper's

Weekly says: "It is the matter of

this report for several reasons.

Even a flying machine must be

taken seriously if it has engaged the

serious attention of a man of such

scientific eminence as the head of

the Smithsonian Institution. Fur-

thermore, what makes the matter

more credible and adds to the im-

portance of the experiment is the

fact that a large sum of money was

given in 1847 by Thomas Hodgkins

of Stoughton to the Smithsonian In-

stitution to be devoted to their

most serious diffusion of modern

knowledge in regard to the nature

and property of atmospheric air in

connection with the welfare of

man." Surely if he can be naviga-

ble what must concern the welfare

of man to fathom the how of it.

We trust that the Professor may

soar.

Is there any man of our girls

work for their living and feel no

shame in doing so either. No more

should they. Labor is dignified,

employment is healthy, and

though one perhaps would rather

not be compelled to fight the world

in a hand to hand combat, yet you

have to do it, do so with all your

might. Half-hearted measures never

bring success. The secret key

that opens the door of fortune is

one made of the combined mettle,

ambition and effort. You can force

it for yourself, and once in your

possession, round about of round

the ladder will be left behind until

you at last reach the top; but you

cannot do it by watching the clock

and as soon as the hands point to

5 or 6 shutting up your desk or

turning the covers on your books

and leaving, even though many

matters are calling for immediate

attention. As soon as you begin

to count the minutes before you

can get away, just so soon will you

discover that others are winning

the golden opinions you are too

careless to strive for. Make your

employers interests your own.

Work heart and soul for the benefit

of the enterprise of which he is the

head, and you will not have to

worry about your reward. The

world is full of dreamers, but actu-

ally energetic, people are scarce,

and will soon be discovered.

Cavil not at tasks that perhaps

seem of your regular line of

duty. Accept them, my large

and small, in the spirit of helpful

consciousness that you have de-

creased in the work you accomplish,

and will gain its reward in the

recognition that it will certainly re-

ceive.—Philadelphia Times.

KENTUCKY ROAD.

The Courier-Journal declares

that "Kentucky is behind the age

in dealing with five subjects of

first importance to every intelligent

community." Of these "five sub-

jects" it gives most prominent

place to "the public highways."

We quote the resolutions recently

adopted by the Sinking Fund

Commissioners—Gov. Brown dis-

senting and Mr. Heady not voting.

"Whereas, It is desirable to

operate the convict labor of Ken-

tucky with little competition as pos-

sible with free labor; and

Whereas, The Commissioners of

the Sinking Fund, after through

advertisement, have failed to re-

ceive any bids for the convict labor

confined in the penitentiary at

Franklin; and

"Whereas, A crying need of

many portions of this State is for

good roads, upon which convict

labor can be worked under the law,

and in small competition with free

labor; therefore, be it

"Resolved, That a copy of this

resolution be read to the Special

session of the two houses of the Gen-

eral assembly now in session, with

the suggestion from this board that

the best solution that the board can

suggest of the penitentiary problem

is a law providing for the work of

the convicts upon the public roads

of the Commonwealth under a com-

prehensive road law to be devised

and perfected by the Legislature."

Gov. Brown gives his reason

for dissent that "he has grave

doubts as to the Constitutionality

of the scheme." The Constitution

does not declare that the State

may construct a railroad of any

other highway," but there is a way

out of this difficulty by leasing the

convicts to the counties, and the

Courier touches the heart of the

matter in saying: "The Constitu-

tion has not been altered and con-

stitutional rights are not to be

the highest requirements of pub-

lic policy." Can any one question

the highest requirements of public

policy in regard to our country

roads? John Gilmer Speed in the

February Chautauquan says: "In

our National Constitution itself, in

those clauses about post roads and

the natural defense, it is clear that

the farmers contemplated the main-

tenance by the general government

of a system of national roads." * * *

Alexander Hamilton worked on a

plan to bind all of the colonies

together with a system of highways.

Washington, too, was in favor of

building good roads. * * *

We find him writing to Patrick

Henry, then governor of Virginia,

counseling that the power to open

build, and repair roads be taken

away from the County Council and

vested in the State. Just there

Washington touched what has re-

mained the weak spot in our road

system from his day till now. He

knew that it required intelligent

skill to locate a road properly, in

structed skill to build a road, and

a combination of both to keep a

road in order, after it had been

built. Such skill was not usually

to be had in any locality, but it

was that the local authorities were

ignorant that any skill was needed,

and the local authorities have re-

mained ignorant to this day. Isaac

B. Potter, chairman of the National

Committee on Improvement of

Highways, of the League of Amer-

ican Wheelmen, describes the

country road in the Forum:

"It is the saddest road that was

used a hundred centuries ago by

the naked savage when chased by

a storm to the sheltering cave, and

from him it seems to have descend-

ed as an entailed legacy to the Amer-

ican government. In all these years

it has not changed, except that

modern art is more or less

churned and mangled by narrow

wheel-tracks, and flanked by costly

and useless fences,—two species

of property unknown to our primi-

tive ancestors, and first conceived

at that later period which marked

the dividing line between instinct

and imbecility. Measuring a mil-

lion miles or more in its various

ramifications, dissolving in the

rains of April, laking and pulver-

izing beneath the rays of the mid-

summer sun, drifting and whirling

in the whirlwinds of Novem-

ber, and presenting at all times

but little more than a roughened

streak of soil to serve as a land

highway for the great volume of

internal traffic, the time seems to

have come when the American

common road may rightfully assert

itself as the most expensive, and

by all odds the most extravagantly

maintained, of all public institu-

tions. To the intelligent foreigner

who comes to our shores, the Amer-

ican "system" of road maintenance

is little short of ridiculous.

Are we "behind the age?" Do

we lose by our "system" of legal-

ized negligence practiced upon our

country roads?

Governor Campbell declares that

the terms of his State have de-

creased in value \$200,000,000 in the

last ten years, while the apparent

gain in the municipal value was

\$465,000,000 during the same term.

This is because "our time-saving

and distance-shortening improve-

ments have not reached the farmer

nor the farm, for, alas! the distance

to the American farm, like the dis-

tance to the sun and moon and in

finity of stars, is still measured in

miles and leagues."

England and Wales spend about

\$20,000,000 annually in the main-

tenance of their excellent roads.

France spends \$18,000,000 on her

130,000 miles of the finest roads

on earth, and the most comfort-

able and prosperous rural population.

At home we have the matter illus-

trated in Union and Essex counties,

New Jersey, which have a magnifi-

cent system of macadamized roads.

They are built at some cost to be

sure but the property has appreci-

ated in value more than the cost of

the roads, and the tax rate has not

been increased in consequence of

the extra interest expense.

The Springfield Republican says:

"There is the public consciousness

of the need for good roads, and

the public reluctance or inability

to tax itself to build them. On the

other hand, there is this supply

of labor ready at hand, which is only

a burden on the State, if not em-

ployed in some way for the public

good. The chances seem good

that the law of supply and demand

will be allowed to operate to bring

these elements together in several

Southern States, and that it will

not be long before the convicts are

at work road building."

Shall our roads be improved?

There will be a "Road Con-

vention" held at Bowling Green April

12th and 13th, and there are cheap

rates there. You can go there

and if you like to the Mammoth

